

**ASSOCIATION of  
GOVERNMENTS**

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Paul Eaton, Montclair • Lee Ann Garcia, Grand  
Terrace • Tim Jasper, Town of Apple Valley • Larry  
McCallon, Highland • Deborah Robertson, Rialto  
• Alan Wapner, Ontario

**Ventura County:** Judy Mikels, Ventura County •  
Glen Becerra, Simi Valley • Carl Morehouse, San  
Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou  
Correa, County of Orange

**Riverside County Transportation Commission:**  
Robin Lowe, Hemet

**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

# MEETING OF THE

# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## PLEASE NOTE CHANGE IN TIME

Thursday, December 1, 2005  
10:00 – 11:45 a.m.

**SCAG Offices**  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
San Bernardino Conference Room  
Los Angeles, CA 90017  
213.236.1800

## VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office**  
3600 Lime Street, Suite 216  
Riverside, CA 92501

If members of the public wish to review the attachments  
or have any questions on any of the agenda items,  
please contact Cathy Alvarado at 213.236.1896 or  
[alvarado@scag.ca.gov](mailto:alvarado@scag.ca.gov)

Agendas and Minutes for the Transportation &  
Communications Committee are also available at  
[www.scag.ca.gov/committees/tcc.htm](http://www.scag.ca.gov/committees/tcc.htm)

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# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

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TIME

*“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.*

1.0 CALL TO ORDER & PLEDGE  
OF ALLEGIANCE

Honorable  
Harry Baldwin,  
Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Approve Minutes of November 3, 2005  
Attachment

1

# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

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### 5.0 ACTION ITEMS

- |     |   |                                      |           |            |
|-----|---|--------------------------------------|-----------|------------|
| 5.1 | <u>2006 State and Federal Legislative Program Attachment</u>  | <b>Charlotte Pienkos, SCAG Staff</b> | <b>9</b>  | 10 minutes |
|     | <p>Staff will present revised language on CEQA reform for the legislative program.</p> <p><b>Recommended Action:</b> Approve revised CEQA reform language for inclusion in the legislative program.</p>   |                                      |           |            |
| 5.2 | <u>Draft RTP/RTIP Amendment Attachment</u>  | <b>Naresh Amatya, SCAG Staff</b>     | <b>12</b> | 15 minutes |
|     | <p>The Draft 2004 RTP/RTIP Amendment modifies two projects in Orange County: the CenterLine light rail and the SR-241 Foothill-South toll road. The release of the addendum to the EIR is being considered by the EEC.</p> <p><b>Recommended Action:</b> Direct staff to release the Draft 2004 RTP/RTIP amendment for public review.</p> |                                      |           |            |
| 5.3 | <u>Proposed 2008 RTP Schedule and Approach Attachment</u>   | <b>Naresh Amatya, SCAG Staff</b>     | <b>13</b> | 10 minutes |
|     | <p>Staff will present the overall approach for the next RTP Update.</p> <p><b>Recommended Action:</b> Approve revised schedule.</p>   |                                      |           |            |



# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

			PAGE #	TIME
6.0	<b><u>INFORMATION ITEMS</u></b>			
6.1	<b><u>I-405 (L.A. County) Carpool Lane Attachment</u></b>  Caltrans will brief TCC on the extensive environmental planning process the department is conducting on the Sepulveda Pass Project (NB I-405, between National Boulevard and Greenleaf Street) in West Los Angeles.	<b>Al Bowser, SCAG Staff &amp; Edward Andraos, P.E., Caltrans</b>	<b>15</b>	10 minutes
6.2	<b><u>Presentation by State Office of Emergency Services Attachment</u></b>  OES staff will present a briefing on the current status of emergency preparedness and homeland security needs and priorities.	<b>Stephen Sellers, Regional Administrator OES</b>	<b>18</b>	15 minutes
6.3	<b><u>Regional Comprehensive Plan - Security and Disaster Preparedness Chapter Attachment</u></b>  In response to TCC comments, staff will update the TCC on new direction in the development of the RCP Security and Emergency Preparedness Chapter.	<b>Alan Thompson, SCAG Staff</b>	<b>19</b>	5 minutes
7.0	<b><u>MAGLEV TASK FORCE REPORT</u></b>	<b>Honorable Robin Lowe</b>		
8.0	<b><u>GOODS MOVEMENT TASK FORCE REPORT</u></b>	<b>Honorable Art Brown</b>		

# TRANSPORTATION & COMMUNICATIONS COMMITTEE

## AGENDA

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9.0 CHAIR REPORT

Honorable  
Harry Baldwin

10.0 STAFF REPORT

Rich Macias,  
SCAG Staff

11.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee will be held on January 5, 2006 at the SCAG office.

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Transportation and Communications Committee  
November 3, 2005

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*Action Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

**Members Present**

Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Becerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Buckley, Tom	City of Lake Elsinore
Burke, Yvonne	City of Los Angeles
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
DeLara, Juan	City of Coachella
Dixon, Richard	City of Lake Forrest
Flickinger, Bonnie	City of Moreno Valley
Gabelich, Rae	City of Long Beach
Gurule, Frank	City of Cudahy
Hernandez, Robert	City of Anaheim
Herrera, Carol	SGVCOG
Lowe, Robin	City of Hemet/RCTC
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Moqet, Shenna	WRCOG
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Spence, David	Arroyo Verdugo COG
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Uranga, Tonia Reyes	City of Long Beach
Wapner, Alan	City of Ontario

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Transportation and Communications Committee  
November 3, 2005

***Action Minutes***

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**Members Not Present**

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Brown, Art	City of Buena Park
Correa, Lou	City of Orange County
De Young, Cathryn	City of Laguna Niguel
Dunlap, Judy	City of Inglewood
Fasana, John	City of Duarte
Garcia, Lee Ann	City of Grand Terrace
George, Gary	City of Redlands
Herzog, Peter	OCOG
Joffe, Enid	San Gabriel Valley COG
Lowenthal, Bonnie	City of Long Beach
O'Connor, Pam	City of Santa Monica
Marshall, Patsy	City of Buena Park
Miller, Paul	City of Simi Valley
Ramirez, Rick	City of Norwalk
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greg	City of Los Angeles
Smyth, Cameron	City of Santa Clarita

**New Members**

**Voting Members, Not Elected Official**

Casey, Rose	Caltrans
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Transportation and Communications Committee  
November 3, 2005

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**1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE**

The Honorable Harry Baldwin, Chair, called the meeting to order at 9:55 a.m.

**2.0 PUBLIC COMMENT PERIOD**

Patrician Price representing South Coast Air Quality Management District, announced that the AQMD will hold its regularly scheduled Governing Board meeting as well as a special public meeting to better understand, reach consensus and formulate solutions in regard to air pollution from the ports of Long Beach and Los Angeles.

In addition, AQMD Chairman William Burke is expected to announce several new initiatives aimed at reducing emissions at the ports. We encourage you to attend and voice your concerns. If you cannot attend, the meeting will be web cast. To view, go to AQMD's website at [www.aqmd.gov](http://www.aqmd.gov).

The meeting will be held on Friday, November 4<sup>th</sup> with regular agenda starting at 9 a.m. The Chairman's remarks and special public comment period will begin about 11:30 a.m. until 1:30 p.m. The meeting will be held at the Long Beach City Council Chambers, 333 W. Ocean Blvd in Long Beach.

Also, the AQMD recently entered into an agreement with BP/ARCO with regard to violations of air quality rules and regulations. The AQMD Governing Board has allocated \$6 million of the settlement monies to fund projects and/or programs related to air pollution mitigation, research, public outreach and education, health treatment centers or other projects to help improve air quality and our residents' quality of life.

We want your input on how those funds should be spent. The AQMD will be holding its next meeting on this on Wednesday, November 30<sup>th</sup>, 6:30 p.m. at the Carson Community Center, 801 E. Carson Street, in Carson.

**3.0 REVIEW and PRIORITIZE**

**4.0 CONSENT CALENDAR**

**4.1 Approval Item**

4.1.1 Approve Minutes of October 10, 2005

**4.2 Receive and File**

4.2.1 State and Federal Legislative Matrix

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Transportation and Communications Committee  
November 3, 2005

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***Action Minutes***

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4.2.2 SCAG Future Events Calendar

MOTION was made to approve the Consent Calendar. Motion was SECONDED and UNANIMOUSLY APPROVED.

**5.0 ACTION ITEMS**

5.1 Draft 2006 State and Federal Legislative Program

Don Rhodes, SCAG Staff, stated that each year SCAG puts together a legislative program which we take fourth to the state and federal legislature. This year's program is a continuation of the 2005 adopted program, which was drafted with the input of SCAG'S regional, state and national planning partners and the policy committees. SCAG's federal legislative priority in 2006 is the technical amendment and fair implementation of SAFETEA-LU, the Federal Surface Transportation Program. SCAG's state priorities focus on housing, CEQA reform, and protecting Proposition 42 revenues.

At the federal level there is currently concern on how to capture between 50-200 billion dollars as a result of hurricane Katrina, other natural disasters, and in preparation for bird flu vaccinations, etc. The federal legislature is trying to figure out how to make up for the money needed for this expense. They are looking at what they might do with the existing budget but more importantly, what they might do with the appropriations that will be coming on-line. There is discussion of taking out certain earmarks or doing several other things.

Another issue is the Highway Trust Fund. This fund is what pays for a lot of areas in transportation. When the feds did a reauthorization this time, they planned it out so they basically ran out of money in around 2009. In the past, there was money left over in that trust fund. Because of conservation and other issues, the Highway Trust Fund may run out a bit sooner, 2008 or 2007. As a result of this there are commissions that have been formed that are looking at both infrastructure and finance for transportation.

Transportation Financing, a good part of the last RTP talked about using private sector funds through revenue streams with tax incentives. It appears that based on where the public financing is going to go, that is going to be another issue as we move forward with our new RTP. In addition, Goods Movement has become a larger portion of our focus. We need to be a player to figure out how to move the goods from our ports to the inland through rail, truck and other means. Involved in this are two issues, mitigation and financing.

In the area of housing and land use, SCAG will continue its collaboration with the legislature, the Governor, and housing stakeholders to develop and support

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initiatives that permit local government and regions to plan for the provision of a twenty-year site inventory and allow neighboring jurisdictions to share responsibilities for increasing the housing supply. California Environmental Quality Act, CEQA, reform will also remain a related priority.

Councilmember Lowe, City of Hemet/RCTC, stated that she had a question regarding the ports. As she understood, the Southwest Compact was looking for a port in Mexico that would help relive some of the congestion in our two ports. Mr. Rhodes responded that that was correct, south of Ensenada and it's in the preliminary stages. They are trying to figure out where the ground transportation by rail would intersect.

Councilmember Tyler, City of Pasadena, inquired as to what SCAG was putting on the table in regards to Environmental Streamlining as it related to CEQA? Mr. Rhodes responded that generally staff was not trying to lessen the review environmentally of projects, but provide that the review occurs quicker and then does not require a second or third review to do the same thing. Staff gets the projects done carefully, well, but not with a lot of redundancy at both the federal and state level. Councilmember Tyler, then stated that Mr. Rhodes had mentioned federal and state but did not mention local government to the extent that what is being proposed weakens the ability of municipalities to control their own destinies through CEQA.

Rich Macias, SCAG staff, then intercepted by stating that conceptually it is not about wreaking local control but rather it is about enabling, empowering, locals to have much more fluid and less cumbersome CEQA review for projects that fall within the containment of those areas that choose to participate in the 2% Strategy. Where you have previously approved general plans, specific plans, redevelopment plans and you have a new project that comes in, what it wants to do is strengthen the ability of those previous CEQA documents to cover any new projects that come in so that you don't have to spend your resources or require a developer to spend additional resources on additional environmental documentation. It is not looking to weaken CEQA, but rather to allow you to depend on previous documentation and then supplement those previous documents where you decide it is necessary to supplement them.

Councilmember Gabelich, City of Long Beach, inquired as to whom supports the blanket EIR's? Her concern was, as an example, the Long Beach Airport. If there was a blanket EIR and the EIR said it's good for the Region, and then the homes that were immediately impacted by that would be considered statistically insignificant. Her concern with this is that it would be something that would have a serious impact on not just the tax base of our city, but thousands of families. Mr. Macias responded that, to that end, the CEQA streamlining processing relates to the 2% Strategy for

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infill development. If there is an adjacent airport, that wouldn't be able to qualify because it would exceed the thresholds that were previously established. Mr. Macias stated that a report clarifying this would be brought back to the committee at the next meeting.

MOTION was made to move the item with the request that the CEQA portion be brought back to the committee next month. MOTION was then SECONDED and UNANIMOUSLY APPROVED with three OPPOSITIONS.

OPPOSING the MOTION was Councilmember Robin Lowe, City of Hemet/RCTC, Councilmember Shenna Moquet, WRCOG, and Councilmember David Spence, City of Arroyo Verdugo.

## **6.0 INFORMATION ITEMS**

### **6.1 A Report from the Reservation Transportation Authority**

Joe Loya, Tribal Resource Manager/Project Coordinator for the Reservation Transportation Authority, gave a report on their recent activities focusing on the Reservation Transportation Authority, challenges Tribes face in the new SAFETEA-LU, and an introduction to Tribal Governance.

The Mission Statement of the RTA is to develop and increase road construction and road maintenance capability for member tribal government through the implementation of a comprehensive business plan, maximize new road construction and maintenance funding, and obtain increased efficiency and fund usage through economies of scale.

The RTA was made out of a 638 contract which is basically a document that is used by tribes to contract from the Bureau of Indian Affairs which presently holds the contract to design and perform new construction for the tribes in California. The RTA put together a contract, introduced this to the individual Tribal Governments, the Tribal Governments that elected to participate on the RTA and adopted a resolution giving the RTA the authorization to receive those funds on behalf of the member tribe. Therefore, the 18 tribes that make the RTA is a consolidation of funding to broaden our opportunities to get more roads maintained and prioritizing new construction for the reservations. There are the other tribes that are not part of the RTA that have elected to leave their money with the Bureau of Indian Affairs and therefore have to again go through the state process of the Bureau of Indian Affairs to identify prioritization.

In relation to SAFETEA-LU, each tribe is required to contract their funds; they are to identify what they want done with that money. It can no longer stay unidentified. More importantly, if tribes don't consolidate the resources then what the individual tribe will have will be very minimal. Federal money means public roads, public does

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not identify reservation, county, or state municipality, it simply says public. Therefore the reason the tribes have come to SCAG, and other transportation planning agencies, is to share what we can leverage to broaden the opportunities because transportation funding is being cut for everyone. SCAG has adopted a Native American Task Force and the tribes do look forward in the future to working with staff to come up with language that will be acceptable to both parties.

**6.2 Status of RTP Update**

Naresh Amatya, SCAG Staff, reported briefly on a couple of issues related to the RTP update. One of the issues is staff has received a formal request from Orange County, OCTA, to replace the CenterLine project which is a TCM project with a number of other strategies that are equally valid in terms of emission reduction. Staff is going to review the request, analyze the replacement process, and it may even potentially involve amending the RTP in order to make sure that the replacement process is valid and adequate. Staff will bring this back to the committee in December if an amendment of the RTP is involved so we can have the document released for a 30 public review and comment period.

The other issue is the general timeline for the next RTP update. In February of this year, Mr. Amatya stated he came before the committee and discussed a number of issues particularly related to transportation finance that warranted us at that time to look at potentially accelerating the RTP Update schedule. At that time staff and the committee felt that there may have been a need to adopt the plan earlier than required by the previous transportation bill which requires that the plan be updated every three years. The current plan was adopted in April 2004, so the next plan would have been due in April 2007 and conformity lapses on June 16, 2007. The new wrinkle in the process is that there is a new transportation bill in place which actually allows us four years to update the plan.

As a result, the key issue is how we will deal with the potential conformity lapse that could occur if we pursue the four year strategy. Four year, meaning that we would have one additional year to update the RTP. In addition to that there is a host of next requirements that we are going to have to comply with along with the new SAFETEA-LU. Given these factors staff is looking at a number of options and will bring back our recommendation, in December or January, as to how we ought to proceed in order to accommodate the SAFETEA-LU and update the plan in a timely manner.

**7.0 MAGLEV TASK FORCE REPORT**

Councilmember Robin Lowe, City of Hemet/RCTC, stated that there was no report at this time but that there would be a meeting next month.

**8.0 CHAIR REPORT**

Councilmember Harry Baldwin, Chair, City of San Gabriel, reported that

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in preparation for the RTP, SCAG will be holding workshops on specific policy issues. These workshops will be announced and take affect after the first quarter of next year. And to clarify in relations to Orange County, the amendments we are talking about are amendments to the prior RTP and has nothing to do with the current one.

**9.0 STAFF REPORT**

The Sub-regional/Regional Relations Task Force is having a kick-off meeting Thursday, December 1<sup>st</sup>, immediately following the Regional Council meeting at 1:30 p.m. Sub-Regional Chairs, Executive Directors of Sub-Regions and interested parties are encouraged to attend.

**10.0 GOODS MOVEMENT TASK FORCE REPORT**

None at this time

**11.0 FUTURE AGENDA ITEMS**

None at this time

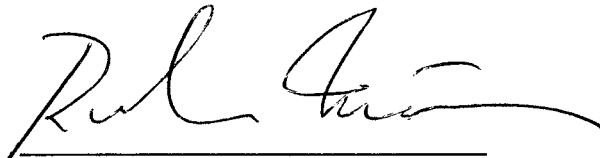
**12.0 ANNOUNCEMENTS**

None at this time

**13.0 ADJOURNMENT**

The Honorable Harry Baldwin, adjourned the meeting at 10:37 a.m.

The next committee meeting will be held on **Thursday, November 3, 2005, at the SCAG office.**



Rich Macias, Manager  
Transportation Planning Division

# REPORT

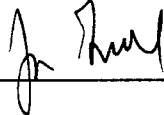
**DATE:** December 1, 2005

**TO:** The Transportation and Communications Committee (TCC)

**FROM:** Charlotte Pienkos, Government Affairs Analyst  
Phone: (213) 236-1811

**SUBJECT:** CEQA Reform in the 2006 State and Federal Legislative Program

## EXECUTIVE DIRECTOR'S APPROVAL



**RECOMMENDED ACTION:** Approve the revised CEQA reform language for inclusion in the legislative program

## SUMMARY:

The 2006 State and Federal Legislative Program is adopted annually by the Regional Council following approval by the policy committees. A draft legislative program was reviewed by the TCC in November and was approved with the exception of the section referencing CEQA reform and environmental streamlining. Clarification of that section was requested and is provided in this report. Staff recommends approval of the revised CEQA reform language for inclusion in the legislative program consistent with adopted Regional Council policy. The Regional Council is scheduled to consider the legislative program at its meeting today. If adopted, the legislative program will be implemented in January at the beginning of the 2006 state and federal legislative sessions.

## BACKGROUND:

The TCC, at its November meeting, considered the 2006 State and Federal Legislative Program. A new legislative program is contemplated every year in anticipation of the upcoming legislative sessions in Sacramento and Washington. This year's program contained few modifications and strongly resembled the 2005 program because 2006 marks the mid-point of the two-year legislative cycle, and broad policy changes are not contemplated at this time.

The TCC approved the legislative program with the exception of the section referencing CEQA reform and environmental streamlining. Government Affairs staff was asked to bring back those provisions in December for approval and with additional clarification. The CEQA reform/environmental streamlining section has been clarified in the attached legislative program. Revisions are highlighted with explanatory remarks appearing in the bubbles along the right margin.

The CEQA reform revisions reflect the Regional Council's approval on July 7, 2005 of a policy to direct SCAG's participation in the on-going CEQA reform discussions in Sacramento. The discussions are an attempt to address the state's chronic housing supply shortage and to make the



# REPORT

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best use of planning and mitigation resources. The guiding principles of the adopted SCAG policy state that CEQA reform should:

- Ease the development of housing in appropriate, strategic locations (e.g. urban infill and transit oriented areas);
- Pursue environmental outcomes that are preferable to current conditions or “no-plan” future scenarios;
- Ensure that CEQA is used as intended rather than abused in order to stop/delay good projects;
- Promote regional planning; and
- Address a number of environmental impacts at the regional, rather than project, scale.

Additionally, the Regional Council stipulated the any CEQA procedure created through legislation should contain the following limitations:

- The program must be implemented voluntarily at the local level;
- The regional analysis, combined with the streamlined in-fill EIR, should form the functional equivalent of an EIR; and
- The program must be limited geographically to specific locations identified in the regional growth plan, known as the 2% areas.

Staff has encapsulated these adopted principles in the revised CEQA Reform/Environmental Streamlining section. It now reads:

## **CEQA Reform and Environmental Streamlining**

### *Advocacy*

- Support CEQA reform that, when implemented voluntarily at the local level, promotes regional planning and eases the development of housing in appropriate, strategic locations identified in the regional growth plan and known as 2% Strategy areas<sup>2%</sup>.
- Support CEQA reform that addresses environmental impacts at the regional, rather than project, scale and promotes environmental outcomes that are preferable to current conditions or “no-plan” future scenarios.
- Support CEQA reform that combines the regional analysis and the streamlined in-fill EIR to form the functional equivalent of an EIR.

### *Development*

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

# REPORT

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## FISCAL IMPACT.

Because the SCAG fiscal year runs from July 1<sup>st</sup> through June 30<sup>th</sup>, while the legislative year runs from January 1<sup>st</sup> through December 31<sup>st</sup>, each SCAG budget covers the last half of the previous legislative session and the first half of the upcoming legislative session. The cost of adopting the recommended action is covered by the FY05-06 SCAG budget for the first half of the 2006 legislation session and requires no additional resources. No funds will be spent to implement the 2006 State and Federal Legislative Program from July 1<sup>st</sup> through December 31<sup>st</sup> without the approval of the FY06-07 SCAG budget.



# REPORT

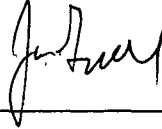
**DATE:** December 1, 2005

**TO:** Transportation and Communications Committee (TCC)

**FROM:** Naresh Amatya, Lead Regional Planner, 213-236-1885, amatya@scag.ca.gov  
Philip Law, Associate Regional Planner, 213-236-1841, law@scag.ca.gov

**SUBJECT:** Draft Amendment to the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP)

**EXECUTIVE DIRECTOR'S APPROVAL:**



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## RECOMMENDED ACTION:

Approve the release of the Draft 2004 RTP/RTIP Amendment for a 30-day public review and comment period. (Note: EEC is considering the release of the associated conformity determination and EIR addendum.)

## SUMMARY:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP) to accomplish the following:

- Replace the planned CenterLine light rail project (which is a Transportation Control Measure or TCM) with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects
- Delete the proposed Yorba Linda Metrolink station (also a TCM) and designate the Fullerton Metrolink Station parking expansion project as a replacement TCM
- Revise the scope of the Foothill Transportation Corridor-South (SR-241) toll road project

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions (AB1012 and annual obligation authority provisions). The Foothill-South amendment is requested to facilitate action on the project's environmental document by the Federal Highway Administration.

Amending the 2004 RTP and 2004 RTIP requires modeling the proposed project changes, conducting a conformity determination (including emissions analysis, financial constraint, and interagency consultation), preparing an addendum to the RTP Program EIR, circulating the amendment for public review and comment, and responding to comments before final adoption by the Regional Council.

Staff anticipates returning to the TCC and Regional Council in February 2006 for final approval of the amendment.

## FISCAL IMPACT:



Funds for RTP and RTIP development are included in the FY 05/06 Overall Work Program.

# REPORT

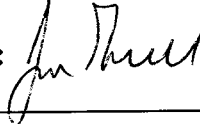
**DATE:** December 1, 2005

**TO:** Transportation and Communications Committee (TCC)

**FROM:** Naresh Amatya, Lead Regional Planner, 213-236-1885, amatya@scag.ca.gov

**SUBJECT:** Proposed 2008 Regional Transportation Plan (RTP) Update approach and the schedule pursuant to SAFETEA-LU

**EXECUTIVE DIRECTOR'S APPROVAL:**



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**RECOMMENDED ACTION:**

Approve the proposed 2008 RTP update approach and the schedule.

**SUMMARY:**

Staff proposes updating the next RTP pursuant to the new requirements under the recently passed transportation bill known as Safe, Accountable, Flexible and Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU). SAFETEA-LU includes a provision that allows SCAG to update the RTP every four years rather than every three years as required under the previous bill, Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). This would mean that the next RTP would be brought to the Regional Council for adoption in April of 2008 rather than 2007. The following are some of the primary benefits of the new 4-year update cycle that would effectively provide SCAG one extra year to adopt the next RTP.

1. We have the opportunity to synchronize the RTP update process and the air quality planning process. The United States Environmental Protection Agency (US EPA) has established new federal 8-hour ozone standards requiring states to submit new ozone State Implementation Plans (SIPs) by June 15, 2007, and PM2.5 will be included in these 2007 SIPs. Under the 3-year cycle, the conformity status of Southern California's 2004 RTP would expire on June 7, 2007, the day after the SIPs are due to EPA. With this schedule, the US EPA would not determine that the new on-road emissions budgets are adequate until after the 2007 RTP is adopted, and we would have to use the old SIP budgets that are based on the old model and obsolete data. If, however, we are able to apply the SAFETEA-LU 4-year cycle to our existing transportation plan, then we would have consistent use of the new model and new activity data in both the 2008 RTP and 2007 SIP.
2. The additional one year allowed by the 4-year cycle would allow us to take full advantage of our new and improved travel demand model. This will cure the perennial problem that arises due to inconsistency between the model/inventory data used to develop the emission budget versus the model used to perform the emission analysis to demonstrate conformity.
3. One of the provisions in SAFETEA-LU requires that a conformity re-determination on an existing RTP or RTIP must be made within 2 years of SIP approval by the US EPA. Therefore, given that SIP submittal for California is scheduled for June of 2007, and subsequent adequacy findings by US EPA around fall of 2007, conformity re-determination would have to be made by fall of 2009 on the 2007 RTP. This would not only put a strain on our resources, but would continue to perpetuate the mis-step between RTP and SIP. On the other hand, a 2008 RTP would use the 2007 SIP, avoiding this potential pitfall.

4. There are a number of major corridor studies that are being conducted in the region. The timing on these studies is such that final recommendations from these studies may only be available in time for incorporation into the 2008 RTP. If we were to update the RTP by April of 2007, we may not be able to take advantage of these efforts.
5. A new state law (AB2158, Lowenthal) requires that the RHNA update be coordinated with the RTP Update. The state RHNA schedule established before the passage of SAFETEA-LU calls for adoption of the housing allocation by June of 2007 by SCAG so that the cities can reflect the new allocations in their respective general plans by June of 2008. The growth forecast is an input to the RTP process. The additional one year available under the 4-year cycle would allow us to request an extension of the RHNA cycle 2008.
6. The SAFETEA-LU broadens the planning requirements of the RTP, and staff believes this would strengthen our plan in the long run. Some of the expanded planning requirements include explicit incorporation of environmental mitigation measures into the RTP, implementation of broadened consultation requirements, added emphasis on transportation security and non-motorized transportation planning, and added emphasis on system preservation.

A key issue in pursuing the 4-year cycle is that the conformity on our current RTP (2004 RTP) runs out on June 7, 2007, which means we could potentially face a conformity lapse for a period of about a year. However, SAFETEA-LU does have a provision for a grace period of up to one year. It is not fully clear at this point what this grace period would mean. A key concern for the region is that RTP amendments may not be approved by the federal agencies during this grace period, which could not only be detrimental to our ability to deliver critical RTP projects in a timely manner, but also potentially result in loss of funds for the region. Federal agencies responsible for implementing SAFETEA-LU will be developing rules and guidelines to clarify these issues over the next several months. Staff will continue to work with the federal agencies responsible for the rule making to ensure that our concerns are adequately considered in the process. Furthermore, staff also proposes pursuing clarifying legislation that would resolve our issue.

The following are key milestones for the 2008 RTP update.

- Initial input from the stakeholders on the plans and programs by June 2006
- Adopt 2006 RTIP, which provides the basis for the No-Project (Baseline) alternative for the 2008 RTP by August, 2006
- Complete No-Project Growth Forecast by Sept. 2006
- Complete alternatives evaluation process by June of 2007
- Release Draft 2008 RTP and PEIR for public review and comments by October of 2007
- Close public review and comment period by January of 2008
- Refine and finalize the 2008 RTP per public input process, including preparation of the response to comments and present to RC for adoption in April of 2008
- Conformity certification by the federal agencies in June of 2008

## **FISCAL IMPACT:**

Updating the RTP is a core activity for SCAG. Therefore it is fully reflected in the OWP and no additional fiscal impact is anticipated.

# MEMO

**DATE:** November 8, 2005

**TO:** Transportation and Communications Committee (TCC)

**FROM:** Al Bowser, Lead Regional Planner  
(213) 236-1843 or bowser@scag.ca.gov

**RE:** I-405 (LA County) Carpool Lanes Briefing

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## SUMMARY:

Mr. Edward Andraos, P.E., Caltrans 07 will present and discuss the extensive environmental planning process the Department is conducting on the Sepulveda Pass Project (NB I-405, between National Boulevard and Greenleaf Street) in West Los Angeles.

## BACKGROUND:

Consistent with the adopted 2004 RTP, Caltrans is working to complete continuous High Occupancy Vehicle Lanes on both sides of Interstate 405 between I-5 in Los Angeles County to the El Toro Y (I-5) in Orange County.

The project development process for this segment of the HOV Lane System began in 2002 with public scoping meetings. The results of public comment lead to the refinement of five alternatives to be analyzed in the environmental phase of project development. Furthermore, SAFETEA-LU earmarked substantial funding to advance implementation of the project, and project development restarted in earnest in June 2005 with the selection of a consultant team to assist Caltrans.

The tentative new schedule is as follows:

- |               |  |
|---------------|--|
| ▪ Winter 2006 | Technical Studies Complete                   |
| ▪ Fall 2006   | Circulate Draft EIR/EIS for Public Review    |
| ▪ Summer 2007 | Final EIR/EIS approval (recommended project) |

Attachment



## SEPULVEDA PASS PROJECT

## Interstate 405 Northbound High Occupancy Vehicle Lane Project National Boulevard to Greenleaf Street

### PROJECT BACKGROUND

The California Department of Transportation (Caltrans) is working to complete continuous High Occupancy Vehicle lanes, also known as carpool lanes, on both sides of Interstate 405 (I-405), between Interstate 5 in Los Angeles County to the El Toro Y (I-5) in Orange County.

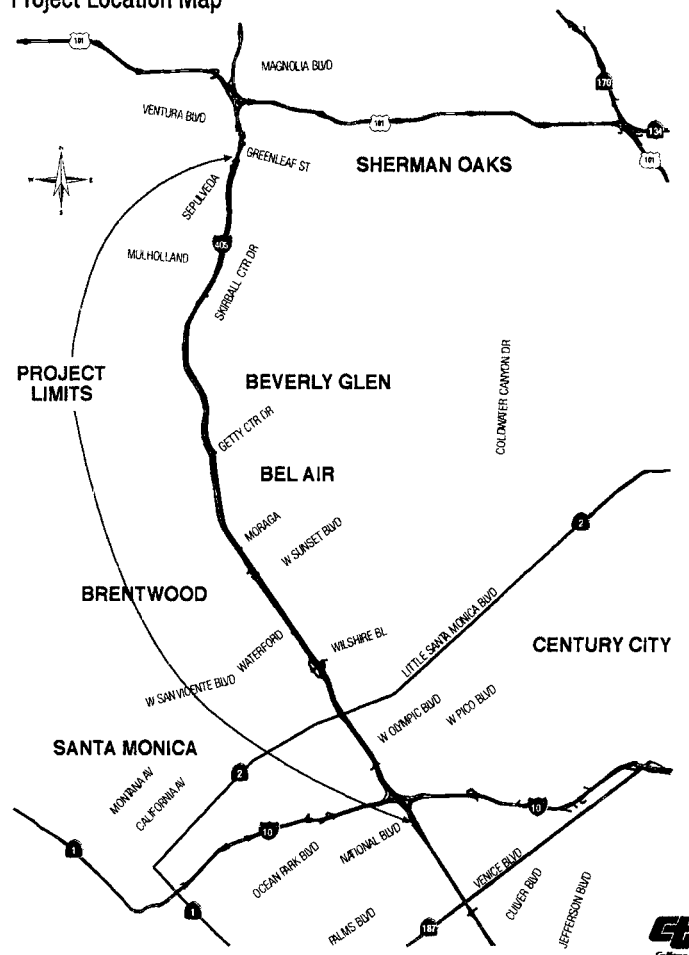
Benefits of adding HOV lanes:

- Improve mobility by moving twice as many people as a regular traffic lane (during peak hours)
- Decrease commute times for all drivers
- Promote ridesharing
- Reduce traffic congestion
- Enhance traffic safety
- Reduce air pollution

Construction is taking place over several years as funding is available.

As part of the overall HOV lane program, Caltrans is currently planning the segment along the northbound I-405, between National Boulevard (just south of Interstate 10) and Greenleaf Street (just south of US Highway 101). This project, known as the Sepulveda Pass Project, is undergoing an extensive environmental planning process. This process began with scoping meetings held in January 2002 at which, alternatives were presented for public review and comment. Based on public input, the initial alternatives have been refined and narrowed to five that will be analyzed in the Draft Environmental Impact Report/Statement (EIR/EIS). The EIR/EIS will be available for public review when completed. A new consultant team was selected in June 2005 to assist Caltrans in preparing this Draft EIR/EIS

LA Route 405 Northbound HOV Lane from National to Greenleaf Project Location Map



## **REFINED ALTERNATIVES**

### **Alternative 1: No Build**

The no build alternative would provide no additional improvements to the I-405 Sepulveda Pass corridor.

### **Alternative 2: Standard At-Grade Northbound HOV Lane**

This alternative would widen I-405 to add a northbound HOV lane between National Boulevard and Greenleaf Street. The HOV lane would be constructed to current design standards that include 12-foot freeway lanes, median, and shoulders. The only section that would have exception to design standards would be the I-10/I-405 interchange

### **Alternative 3: Standard At-Grade Northbound and Southbound HOV Lane**

This alternative includes all the improvements in Alternative 2 (above) and will also standardize the southbound lanes, median and shoulders (except at the I-10/I-405 interchange).

### **Alternative 4: Four Lane Viaduct Structure**

This alternative would construct an elevated structure or viaduct in the median with a total of four HOV lanes – two in each direction. The addition of one mixed flow lane at-grade would be included in each direction of I-405. Freeway lanes, medians and shoulders would be standardized with the exception of the I-10/I-405 interchange.

### **Alternative 5: Transit Enhancement**

This alternative includes Alternative 4 and involves design features that would facilitate increased carpool, bus and potential rail use in the corridor. An on-and off-ramp exclusive for HOV lanes and bus use will be constructed near the northbound I-405 to eastbound Wilshire Boulevard off ramp. The elevated structure would be constructed to accommodate potential future conversion for rail options.

## **PROJECT SCHEDULE**

The original project schedule called for the Draft EIR/EIS to be circulated as early as August 2003. Due to state budget constraints, this original schedule was delayed. The current plans include re-initiating some of the old contracts for needed studies that were canceled due to budgetary constraints. Once these contracts are re-initiated we will be able to better define a new schedule.

Our tentative new schedule is as follows:

- Winter 2006      Technical studies complete
- Fall 2006        Circulate Draft EIR/EIS for public review
- Summer 2007    Final EIR/EIS approval (recommended project)

## **FOR ADDITIONAL INFORMATION**

If you wish to be on a mailing list for actions concerning this project, update your mailing address or receive information on this study, please contact Amy Pettler, Environmental Planner at (213) 897-8081 or via e-mail at [Amy\\_Pettler@dot.ca.gov](mailto:Amy_Pettler@dot.ca.gov). Thank you!

# MEMO

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**DATE:** November 10, 2005

**TO:** Transportation and Communications Committee (TCC)

**FROM:** Bob Huddy, Senior Transportation Planner  
213-236-1972, huddy@scag.ca.gov

**RE:** Presentation by State Office of Emergency Services

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## Background:

SAFETEU, the new Federal Transportation Bill, identifies new areas of planning responsibility regarding such things as Transit Security and Emergency response to natural and man-made disasters which SCAG needs to address. SCAG is in the process of identifying appropriate ways to include these new elements in our various planning activities. In order to assist us in identifying critical issues that need to be addressed on this subject and to identify lessons learned from recent events (e.g. London Underground Attacks and Hurricane Katrina), staff has invited representatives from the State Office of Emergency Services to give an overview of current and emerging priorities.



# MEMO

**DATE:** November 9, 2005

**TO:** Transportation and Communications Committee

**FROM:** Alan Thompson, Senior Regional Planner (213) 236-1940 thompson@scag.ca.gov

**SUBJECT:** Regional Comprehensive Plan – Security and Emergency Preparedness Chapter

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## **SUMMARY:**

At the May 5<sup>th</sup> Transportation Communications Committee meeting, staff presented a potential approach for the development of the Security and Emergency Preparedness Chapter. The TCC provided staff with recommendations on the approach and staff has incorporated the recommendations into this report. The revised approach was approved by the Regional Comprehensive Plan (RCP) Task Force at their October 24<sup>th</sup> meeting.

The purpose of the Chapter is to examine existing government roles, responsibilities and interactions in the preparedness and response to terrorist threats and natural or man-made emergencies in the SCAG region, determine if and where shortfalls exist, and provide potential recommendations to all levels of government to enhance preparedness and response coordination.

The chapter will describe the overall roles of SCAG cities and counties in terms of security and emergency readiness, as well as provide an overview of state and federal roles as an educational aspect. It will describe interactions between all levels of government when an incident and the required response cross political boundaries.

The chapter will identify needs in the current system, if applicable, and determine what role, if any, SCAG and/or other local/regional organizations could play in resolving needs or adding benefit to existing security/emergency preparedness programs. Recommendations, where applicable, will be made for federal, state, regional, county and local jurisdictions.

As the draft chapter is completed, it will be brought forward to the RCP Task Force and the TCC for review and comment.

## **ACTIVITIES**

1. Interview county emergency management bureaus:
  - Determine roles, responsibilities and intergovernmental coordination for:
    - i. Local incidents
    - ii. Local incidents crossing municipal boundaries
    - iii. Incidents crossing county boundaries
    - iv. Incidents of State significance
    - v. Incidents of national significance
  - Determine roles, responsibilities and coordination for security.
  - Determine cities, townships and other political bodies that are participants.

# MEMO

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2. Interview state and federal emergency management agencies
3. Develop needs analysis:
  - Deficiencies (if any) in government roles and responsibilities in preparedness and response.
  - Determine areas where response process can potentially be accelerated.
  - Workshop (if required)
    - i. Review Needs Analysis
    - ii. Develop recommendations
      1. Develop potential policy recommendations
      2. Determine appropriate areas of responsibilities.
4. Draft Chapter
  - Present recommendations to RCP Task Force/policy committees
5. Final Chapter